United States Environmental Protection Agency
Region X
POLLUTION REPORT

Date: Monday, June 9, 2003
From: Marc Callaghan

To:
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Rick McClure, U.S. Forest Service

Subject: Final POLREP
The Dalles UPRR Derailment
1 mile West of The Dalles along I-84, The Dalles, OR
Latitude: 45.6481920
Longitude: -121.2076340

POLREP No.:	5	**Site #:**	10AM
Reporting Period:	4/31-5/22/03	**D.O. #:**	03-01-0004/0006
Start Date:	1/9/2003	**Response Authority:**	CERCLA/OPA
Mob Date:	1/9/2003	**Response Type:**	Emergency
Demob Date:		**NPL Status:**	Non NPL
Completion Date:		**Incident Category:**	Removal Action
CERCLIS ID #:	ORN001002426	**Contract #**	
RCRIS ID #:		**Reimbursable Account #**	
FPN#	E03008		

Site Description

On January 9, 2003, a train derailment occured on Union Pacific Railroad (UPRR) tracks adjacent to the Columbia River and Interstate 84 approximately 1 mile west of The Dalles, Oregon. The freight train consisted of 94 cars. 53 cars were involved in the derailment. Five derailed cars contained hazardous materials including phenol (one tank car), anhydrous ammonia (2 cars - residue only, arsenic acid (one tank car) and vinyl chloride (one car). In addition, 14 tank cars cosisting of oil(soybean, salad)were involved. None of the hazardous materials tank cars leaked, and all but the phenol tank car were able to be safely removed. Four of the soybean oil tank cars breached and lost at least a portion of their contents to the soil. The derailment occured partially within the Crate's Point culturally sensitive site. The archaeological site is administered by The U.S. Forest Service on behalf of the Columbia River Gorge Commission. The derailment and spilled soybean oil are within approximately 100 yards of the Columbia River. The EPA and Oregon DEQ are overseeing the safe transfer and removal of phenol from the damaged phenol tank car, and the cleanup and removal of soybean oil contaminated soils that present a threat of migration to the Columbia River.

Unified Command is managing the various site interests. Unified Command consists of the EPA On-Scene Coordinator, the Oregon DEQ On-Scene Coordinator, Wasco County Planning and Development, and a Union Pacific Railroad (UPRR)representative. Site cleanup activity is focused on two primary areas of concern: 1) soils contaminated with soybean oil from at least four tank cars that lost at least a part of their contents in an area at the west end of the derailment, and; 2) a damaged phenol tank car towards the east end of the derailment that must be off-loaded prior to being removed. Because most of the derailment, including the area where the soybean tank cars breached, is on the Crate's Point culturally sensitive site, all soil disturbing activities must be reviewed by a qualified archeologist. On Friday, January 15, 2003, a Federal Project Number (FPN) was opened to address under the Oil Pollution Act the portion of the site dealing with cleanup of soils contaminated with soybean oil that pose a threat of migration to the Columbia River.

Current Activities

Monday, March 31, 2003

Conducted a telephone conference call with Union Pacific Railroad (Brock Nelson), CH2M Hill (Dotty Devaney, Suki Cupp, Jeff Gentry, Bill Murdock and Tom Nilan), Heritage Research Associates (Rick Minor), USFS (Marge Dryden) and Oregon DEQ (Bruce Lumper). Wasco County Planning staff (Todd

Cornett and Clint Wirtz) and the Director of the Discovery Center (Ken Karsmizki) were invited but unable to participate. The reason for the conference call was to discuss issues related to the oil contaminated (cultural) soils that had been removed from the site. Three weeks ago we had a meeting to discuss the cultural material that was being stagged at the landfill. EPA and DEQ had not yet received the proposed work plan for addressing the these outstanding OPA related issues.

By Monday April 14, UPRR expects to award the contract to address the oil contaminated soils being stagged offsite at the landfill. The area identified as area "C", is the on site location where the oil contaminated soils from the landfill will be deposited and is located on the southern end of the derailment area-away from the culturally historic areas.

Monday, May 12, 2003.

RMCAT began sorting the oil impacted (cultural) soils at the Wasco County landfill. Mobilization of equipment occurred on Monday and sorting operations began on Tuesday. Heritage Research Associates has archaeologists working at the landfill inspecting the soil after it has been manually sorted by RMCAT personnel. On Tuesday, aside from the HRA staff; Rick Minor, Ken Karsmizki, Rick McClure, Marge Dryden and Clifford Casseseka were present to observe the operations.

The cultural soils at the landfill are being kept behind security fencing until they are moved to the permanent relocation site. RMCAT expects to conclude sorting operations on Friday, May 16th. Transfer of the cleaned soils is scheduled to begin on Monday May 19th. Only the amount of soils that can be spread and covered in one day will be transported to the new location.

May 22, 2003.
RMCAT completed transporting the sifted oil contaminated cultural soils from the Wasco County landfill to the relocation site at Crates Point. The soils have been deposited at the agreed onsite location.

Heritage Research Associates had archaeologists were working at the relocation site inspecting the soils. Rick Minor, Marge Dryden and Clifford Casseseka were also present to observe onsite operations.

Planned Removal Actions
There will be no further removal actions per OPA occurring on site after May 22, 2003. The activities described above should complete EPA's involvement in this removal action and any involvement per the PRFA agreement that was reached with the USFS and the Warm Springs Tribe.

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
IAGs (PRFA with USFS and WS Tribe	$20,000.00	$20,000.00	$0.00	0.00%
START	$77,500.00	$77,500.00	$0.00	0.00%
Intramural Costs				
USEPA - Direct (Region, HQ)	$37,000.00	$37,000.00	$0.00	0.00%
Total Site Costs	$134,500.00	$134,500.00	$0.00	0.00%

* The above accounting of expenditures is an estimate based on figures known to the OSC at the time this report was written. The OSC does not necessarily receive specific figures on final payments made to any contractor(s). Other financial data which the OSC must rely upon may not be entirely up-to-date. The cost accounting provided in this report does not necessarily represent an exact monetary figure which the government may include in any claim for cost recovery.